

**AMENDMENTS TO THE SPECIFICATION:**

Please amend the paragraph appearing at page 8, line 14 – page 9, line 2, as follows:

The outer bore pipe 21 is integrally made of a heatproof resin, and its outer and inner diameters are formed substantially uniform in an airflow direction. Moreover, an intake air passage 20, through which the intake air flows into the engine, is formed in the inner bore pipe 22. The throttle valve 1 and the shaft 2 are rotatably installed in the substantial-central center of the intake air passage 20. Further, an annular space between the outer bore pipe 21 and the inner bore pipe 22 is divided in a substantial central center of the inner bore pipe 22 in the airflow direction by a dividing wall 23. Further, the upstream side of the annular space from the dividing wall 23 is a sealing concavity 24 for sealing water flowing thereinto through the inner surface of the air intake line. Furthermore, the downstream side of the annular space from the dividing wall 23 is a sealing concavity 25 for sealing the water flowing thereinto through the inner surface of the intake manifold.

Please amend the paragraph appearing at page 9, line 17 – page 10, line 4, as follows:

On the bore portion 4, a substantially arcuate projecting wall 31 and an integral ~~integrally bossy~~ projecting portion 32 are integrally formed of a heatproof resin. The projecting portion 32 partially covers one end of the shaft 2. The projecting portion 32 projects outward in the radial direction of the bore portion 4 from the peripheral surface thereof. The projecting portion 32 includes a full open stopper 33, reinforcing rib portions 34, a full close stopper 35 and reinforcing rib portions 36. The full open stopper 33 contacts the full open stopper portion 43 of the throttle lever 3 when the throttle valve 1 is fully opened. The reinforcing rib portions 34 reinforce the full open stopper ~~33~~ 33. The full close stopper 35 contacts the full close stopper portion 45 of the throttle lever 3 when the throttle valve 1 is fully closed. The reinforcing rib portions 36 reinforce the full close stopper 35.

Please amend the paragraph appearing at page 10, line 17 – page 11, line 6, as follows:

The reinforcing rib portions 34 are formed to be substantially extended in a direction indicated in an arrow A shown in FIG. 3, in which the full open stopper 33 receives the load from the throttle lever 3. Moreover, the reinforcing rib portions 36 are formed to be substantially extended in a direction indicated in an arrow B shown in FIG. 3, in which the full close stopper 35 receives the load from the throttle lever 3. The reinforcing rib portions 34, 36 integrally connect the full open stopper 33 and the full close stopper 35. Further, in the throttle housing 5, at least the projecting wall 31, the full open stopper 33, the reinforcing rib portions 34, the full close stopper 35 and the reinforcing rib portions 36 are formed with substantially uniform wall thicknesses. Therefore, ~~it is prevented that a void or a blow hole is prevented from being formed, or that and~~ molten resin or forging liquid ~~does not uniformly reach~~ reaches an entire mold cavity of the full open stopper and the full close stopper respectively.

Please amend the paragraph beginning at page 13, line 15, as follows:

Moreover, when the accelerator pedal is ~~releases,~~ released, the throttle valve 1, the shaft 2, the throttle lever 3 are returned to respective initial positions by the biasing force of the return spring 6. By the biasing force of the return spring 6, the throttle lever 3 rotates in its second rotational direction until the full close stopper portion 45 contacts the tapping screw 37. Therefore, the further rotation of the throttle lever 3 in the second rotational direction is restricted by the tapping screw 3, so that the throttle valve 1 is held in its full close position inside the bore portion 4. Accordingly, the intake air passage 20 is closed, so that the rotation speed of the engine becomes the idle rotational speed.